

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

25X1

COUNTRY	USSR (Latvian SSR)	REPORT	
SUBJECT	1. Dockyard No. 2 at Lepaya 2. Installation of Sonar Devices on Soviet Warships	DATE DISTR.	22 June 1953
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THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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## CORRECTION

An Information Report with the above heading was issued on 20 May 1953.  
The attached sketches should be substituted for pages 7 and 8 of the original report.

25 YEAR RE-REVIEW

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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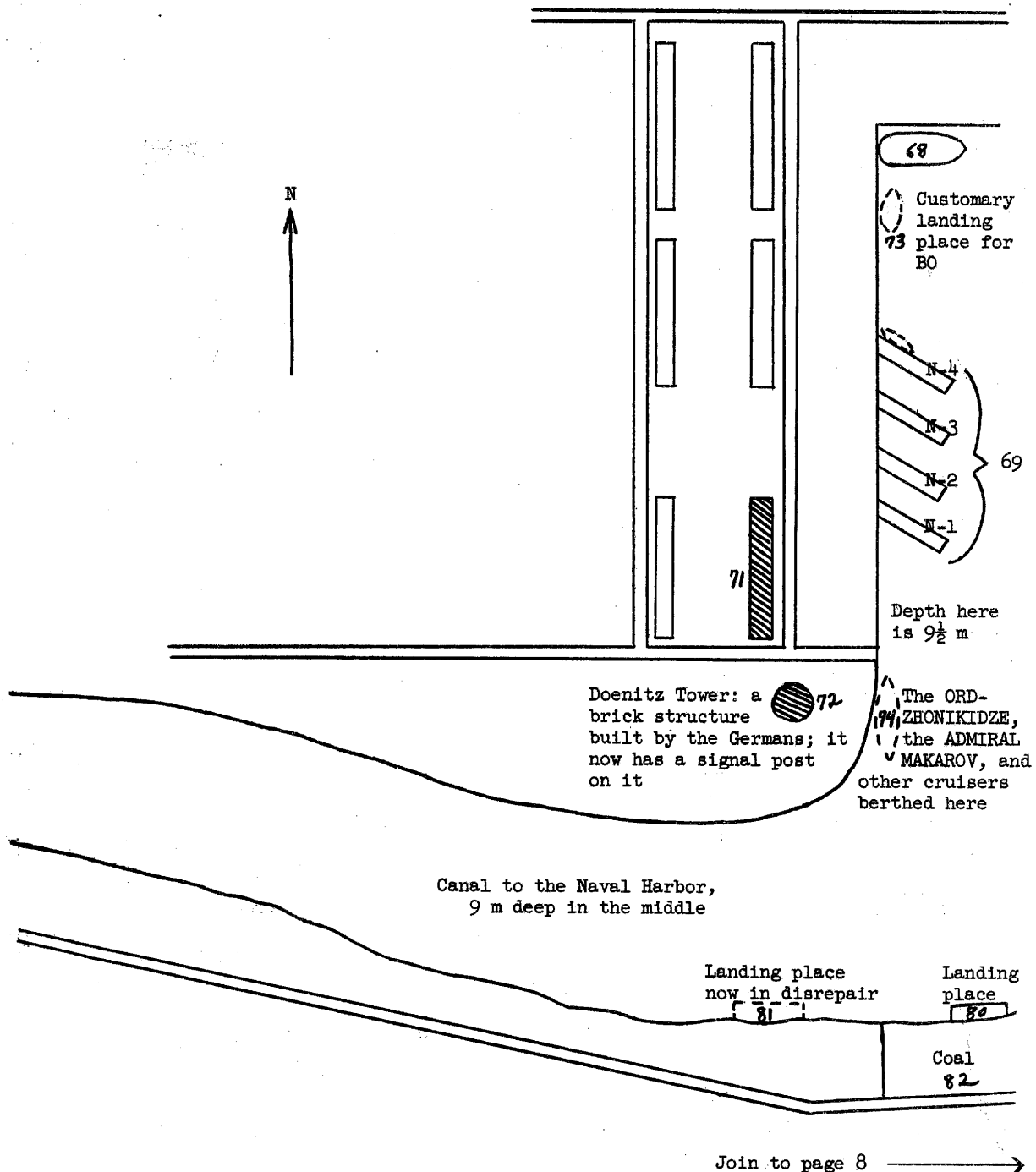
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Naval Harbor in Lepaya

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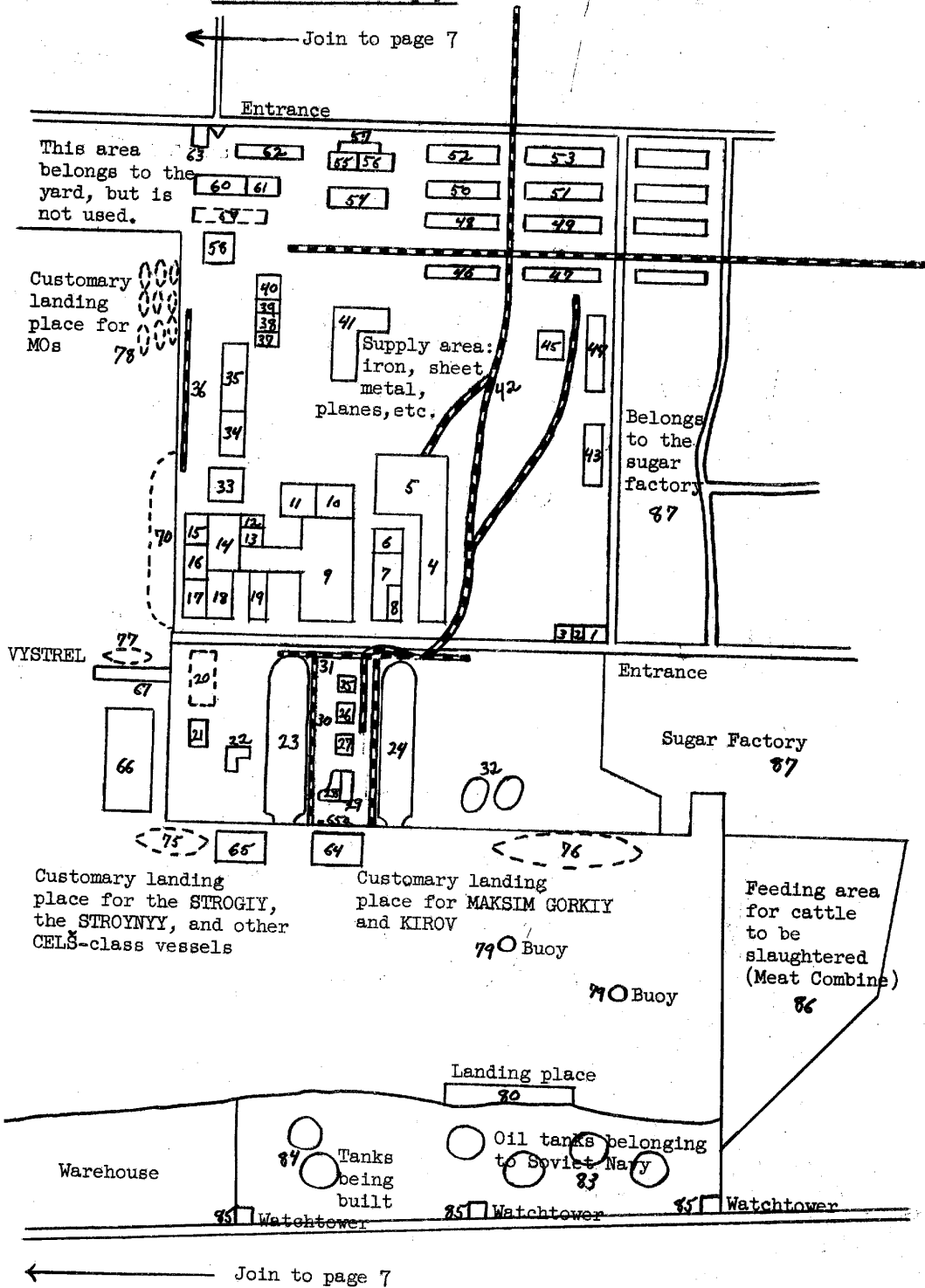


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Naval Harbor in Lepaya

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1. Outside of two small boat repair shops, at the fishing kolkhozy Bolshevik and Gosmorlov, there is only one shipyard in Lepaya, that in the naval harbor.
2. Since 1951, the dockyard has been officially called Works #29 of the Ministry of the Navy. Previously it was called Lepaya Naval Works of the Baltic Fleet, "Tosmare", which is the name the yard had during the time of Latvian independence. The yard employs from 1,200 to 1,350 workers at present. The exact figure is subject to change but stays within the limits given. Besides these workers, there is at least the same number of sailors who are based there.
3. The yard does not build new ships; it performs only repairs, major and minor. Major repairs, which the Soviets call vosstanovitelnyy remont, that is, repairs which are almost complete rebuilding jobs, are done on all types of vessels. In addition to naval vessels, both merchant ships and fishing boats receive dock repairs to a limited extent. Merchant vessels, however, come to this dock only three or four times a year. Informant recalls the following naval vessels which were repaired and activities which were undertaken in this dockyard:
  - a. The cruiser KIROV. In 1951 its engines were repaired, and new tubes put in the boilers.
  - b. The cruiser MAKSIM GORKIIY. In November and December of 1952, its engines and armatures were repaired and new tubes were put in the boilers. It is possible that this cruiser is still undergoing repairs.
  - c. The destroyers STROYNIY and STROGIY, as well as others of the same class. Many engine repairs, as well as various rebuilding jobs, were done on these. On the bottoms of these vessels a peculiar movable cylinder was installed (see page 4). This type of mechanism was also installed on the cruisers of the KIROV class and of the SVERDLOV class. Torpedo boats and BO and MO type submarine chasers, as well as other smaller vessels, have often been in for repairs and have also had the above-mentioned cylinders installed.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

25 YEAR RE-REVIEW

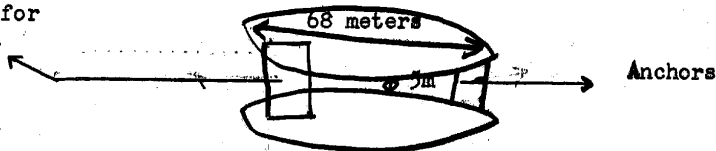
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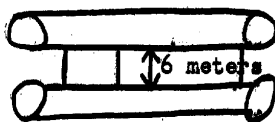
- d. Submarines in which automatic steering was installed. Many fittings were renewed and made complete. The diesel motors were often repaired.
- e. The cruiser NÜRNBERG. In 1946, small repairs were made. In 1949 or 1950, it was again in dock, renamed ADMIRAL MAKAROV.
- f. The escort vessel (storozhevoy korabl) YASTREL was repaired in 1951 or 1952.
- g. The training ship KOMSOMOLET. In 1951, an extensive refitting job was undertaken.
- h. What was formerly the yacht of Grand Admiral Dönitz was completely rebuilt in 1949 and changed into a pleasure yacht for Stalin. For this project neither money nor materials was spared. For example, paint was delivered by plane from Moscow, and the ship's old furnishings were quickly removed and replaced with new ones. The yacht was taken to the Black Sea.
- i. The building of metal tanks for fuel. They are built of sheet iron 5 mm thick and look somewhat like railroad tanks. The tanks hold 20 tons and are to be used as underground tanks at airfields. In the process of burying them, they are insulated with fabric and an asphalt-like material. The production of such tanks began about a year and a half ago. Up to now, 28 have been completed.
- j. Troop landing ships. Six or seven of a German type were refitted during the postwar years. Recently such vessels have not been in for refitting.
- k. The building of target boats. These are 68 meters long and are of sheet metal. Watertight bulkheads are built at intervals of two meters. The boats do not have their own power plant. They are coupled in pairs and have a platform (aufbau) between them which provides space for four to five men.

Platform for  
4 - 5 men



Seven of such boat pairs are to be built and two of them are already completed.

1. Cigar-shaped mechanisms, 68 feet long, with turned-up ends. They, too, will be coupled in pairs. They are built of strong, 5-mm sheet iron, and have bulkheads at intervals of two meters. It is rumored that these are also to be target boats, but informant thinks that they are fuel transport vessels. They are not self-propelled.



4. The stock of machine tools has been renewed to a large extent since the war, and the machines are, in general, of good quality. Most are of foreign make, some American and many German. As far as informant knows, the following are in the shipyard:

- 1 large lathe (bank), for working ships' propellers
- 2 smaller lathes, for working ships' propellers
- 4 revolving (karusel) lathes
- 3 universal lathes
- 7 rotary lathes (strogatelny stanki)
- 2 grinding lathes
- About 35 lathes (tokarniye stanki)
- 4 welding machines. Previously there were at least 40 of these on hand.

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5. A one-shift work day is the rule, although single shops, such as welders and lathe operators, now and then work three shifts. Work production is average. There are a few record workers, but the official boasts of high production are in most cases pure humbug, because the workers in question are assigned norms which are easily fulfilled. The intention is to give the works publicity for good production. The year's production goal is attained only with great difficulty. The chronic lack of materials is the chief cause for the delays in production. The main items in short supply are:

Electrodes  
 Electrical fixtures  
 Non-ferrous metals, especially babbit metal  
 Hawsers  
 Grinding stones; they are very difficult to obtain and, for the most part, cannot stand the required revolutions per minute and fly apart.  
 Welding machines  
 Cable and electrical wiring of all kinds. In June 1952, the yard received a welding machine, of which there is a great lack; but up to now it could not be operated because a 200-meter length of cable that was necessary could not be obtained.

6. The administration of the plant included the following:

Director: Captain 3rd Rank KIYASOV.  
 Chief Engineer: Captain 3rd Rank ZAVRUCHIN.  
 President of the plant committee: ZHIGULEV.  
 Party secretary, up to the present time, has been SHCHERBAKOV. He is now head of the personnel division, however, and the name of the new party secretary is not known.  
 Director of workshop #1: Captain 2nd Rank CHAKCHIV.  
 Director of workshop #9: Captain 2nd Rank KUBLAKOV.  
 Director of workshop #10: Captain 3rd Rank MAMEDOV.  
 All the docks are under the direction of Captain 1st Rank SHALOV.  
 Deputy director of the designing office: Harry GALLE.  
 Head of the designing office up to the present time was Captain 2nd Rank LEBEDEV, but he has been transferred to Leningrad.  
 Director of workshop #3 (woodworking): TUNDZHIS.  
 Director of workshop #10 (electrical): A. BEZPROZVANOVA.  
 Director of machine shop "1": A. PUKIS.  
 Director of the foundry: KADYSHEV.  
 Director of workshop #5 was Captain 2nd Rank IVANOV, but he has been transferred.

7. The yard has an unexplained connection with Baltiysk; several of the yard's administrative staff often go there and stay for long periods of time. (For example, the head of workshop #10, MAMEDOV, and the office manager, SKROMNYI.)
8. The yard is continually struggling with great shortages of money, so that the rule is week-long delays in the payment of wages. Often materials and instruments must be put up as security in order to pay the wages at all. The reason for these difficulties is not known.
9. Following are a sketch of the device described in Paragraph 3c, and two layout sketches of Dockyard 29 and adjacent naval installations in Lepaya Harbor.

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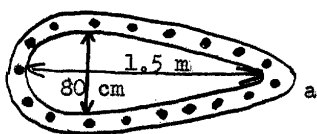
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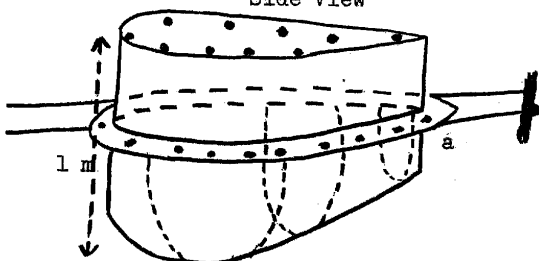
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In recent years, a peculiar cylinder which is movable in a verticle direction has been affixed to the bottom of cruisers and smaller naval vessels. It is made of a shiny metal which apparently is stainless steel.

Bottom View



Side View



The tops of the cylinders are covered with a flat plate which is fastened with screws. The cylinders have rounded bottoms and are moved up and down by means of the metal frame "a", which is screwed to the bottom of the ship and sealed with rubber. The height of the cylinder is about one meter and, in the normal position, about 35-40 cms sticks out of the ship's bottom. They are installed in the middle of the front half of the ship, approximately under the bridge section. On the same ships there are also radar antennae on the foremast. These measure 50 x 30 cms.

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Key to the Diagram of the Naval Harbor in Lepaya

1. Personnel office of the shipyard.
2. Telephone central of the shipyard.
3. Guard room, control of entrance and exit.
4. Workshop #7 (smithy).
5. Workshop #1 (hull and boiler workshop).
6. Sheet metal shop of workshop #1.
7. Storehouse for instruments.
8. Office area: The building which includes #6, 7, and 8 is a one-story building on the northern end. The remainder of it has two stories. In addition it has on the southern end a tower-like construction on which there is a sentry post. This observation tower has been covered on the inside by the Soviets with 8-mm thick sheet iron. On the third floor of this building there is also a sheet metal shop of Workshop #1, as well as a locker room. The calculations for the shipyard are carried out in the tower story.
9. Workshop #5 (mechanical).
10. Foundry.
11. Copper smithy (belongs to Workshop #5).
12. Storage space.
13. Workshop for Kingston-Armature (Workshop #9).
14. Workshop for ships' propellers.
15. Manometer workshop.
16. Armature repair (Workshop #9).
17. Diesel motor repairs (Workshop #9).
18. Workshop for repair of ships' guns.
19. Welding section of Workshop #1.
20. Building destroyed.
21. Wooden sheds.
22. A small house, the use of which is unknown to informant.
23. Drydock, length - 120 meters, width - 60 meters.
24. Drydock, length - 140 meters, width - 60 meters.  
Both docks are nine meters deep. The side walls drop open obliquely down in six steps. The dock gates open sideways and have two ports through which the water can be let in before the gates are opened. The pumping out of the water takes about 12 hours. At the back end of the dock is an inclined runway for supplies.
25. Wooden sheds for the docks' scaffolding.
26. Rivet stocks
27. Oxygen supply station
28. Transformer station; alternating to direct current.
29. Pumping station (for pumping out the docks).
30. Tracks - both with a crane. Lifting power - 10 tons; at the maximum extension - 11 tons.
31. Tracks built in 1952 on which there is a portal crane
32. Two pontoons for raising sunken submarines (under repair)
33. Electric power station and boiler room building.
34. Workshop for charging storage batteries, and a store room
35. Workshop #10 (electro-technical)
36. Tracks with a powerful crane (put up by the German occupation forces)
37. Office
38. Refitting workshop
39. Ambulance station
40. Chemical laboratory
41. A two-story building  
Lower floor: instrument workshop  
Upper floor: main office and also the space for the secret police of the yard
42. Railroad track laid by the Soviets
43. Mess hall for the military
44. Storage space for lumber
45. Pump station
46. Oxygen tanks and rescue boats (a two-story building)
47. Waterworks. The water tower on the building is also used as an observation tower.
48. Oil storage and tarpaulin supplies
49. Previously this was the director's house. Now a workshop for the production of electrodes is being set up there. Electrodes of type "F-42", with coating, are to be produced for the yard's own use. The shop is not yet in operation.

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50. Lower floor - iron stocks  
Upper floor - boat workshop
51. Designing office.
52. Fire department, cable stores, tackle stores
53. A warehouse building which contains things that do not belong to the shipyard, a two-story building
54. Garage for 15 trucks, built in 1952
55. Garage
56. Kitchen
57. Drying room for lumber
58. Waterworks; provides the ships with drinking water
59. Destroyed building
60. Woodwork shop
61. Auto repair shop
62. Sawmill
63. Guard room
64. and
65. Two smaller floating docks which, at the most, can accomodate ships of the MO class. Previously there were three, but one sank in 1952.
- 65a. Here a crane is being set up, reportedly brought from Italy
66. A larger floating dock, which can be pumped out in three or four hours. Also has a power station which can supply the yard with electricity in case the city or their own central station (#33) fails.
67. Landing
68. Floating repair station for submarines. Consists of a barrack-like ship on whose deck there is a workshop building (one-story). Length approximately 40-50 meters, width about 12-15 meters. This workshop has been there approximately two years.
69. Four piers for submarines, constructed of wood. Their length corresponds to that of about two submarines. The submarines usually tie up here when they are in port.
70. Submarines are often here also.
71. Submarine staff
72. So-called "Dönitz Tower", built of brick by the Germans but not completed, now a signal station
73. Berths for vessels of BO type
74. Berth for, among others, the cruiser ORDZHONIKIDZE, its sister ships, and the ADMIRAL MAKAROV
75. Berths for destroyers of the type STROYNYY, as well as CELS
76. Berth for KIROV and MAKSIM GORKIY
77. Berth for VYSTREL
78. Berth for MO boats
79. Buoys
80. Landings
81. Landings in a state of disrepair
82. Coal storage area
83. Oil tanks belonging to the navy
84. Oil tanks under construction
85. Watch towers
86. Feeding area for cattle that have been delivered for slaughter
87. Area belonging to the sugar factory

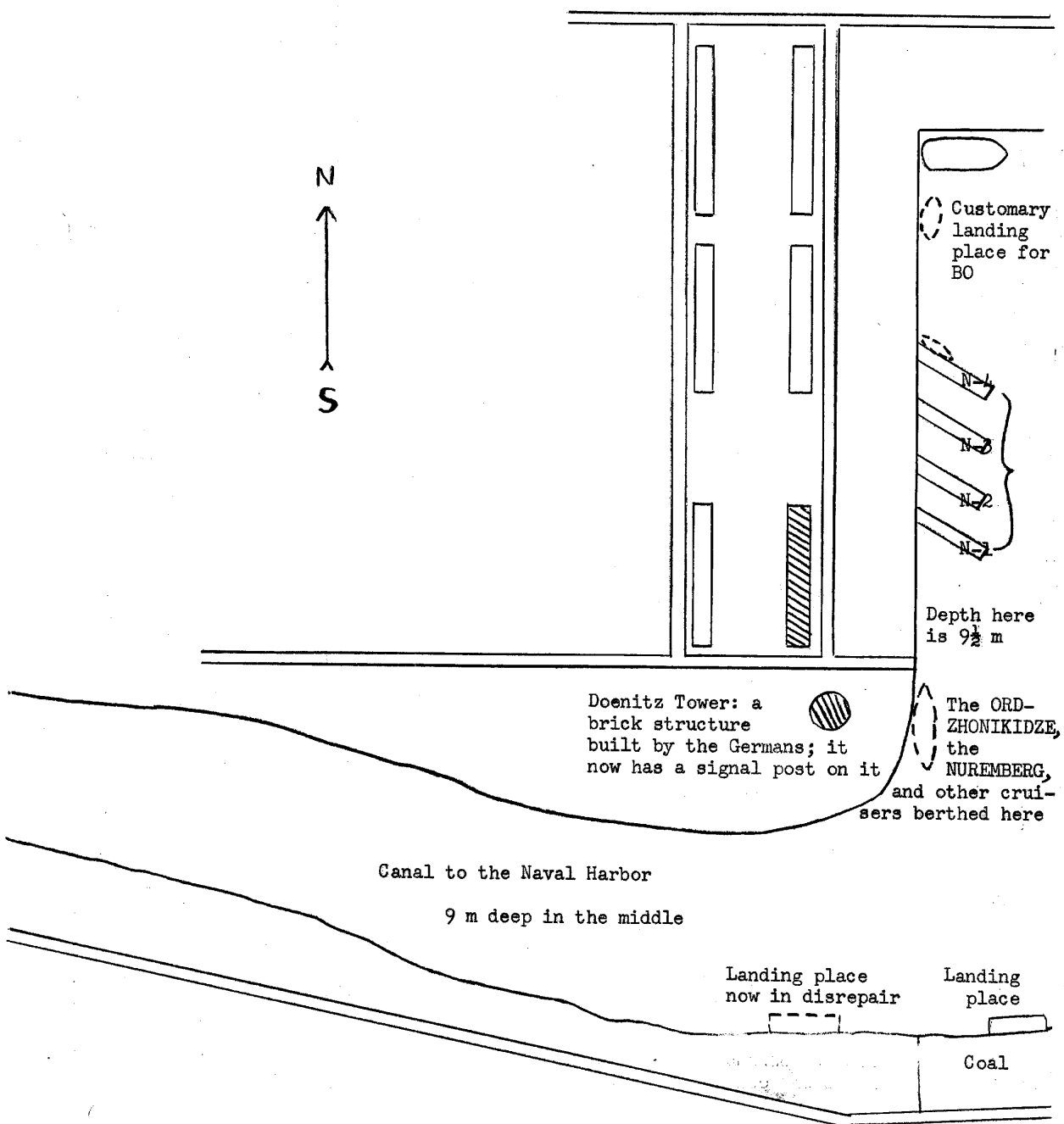
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Naval Harbor in Lepaya

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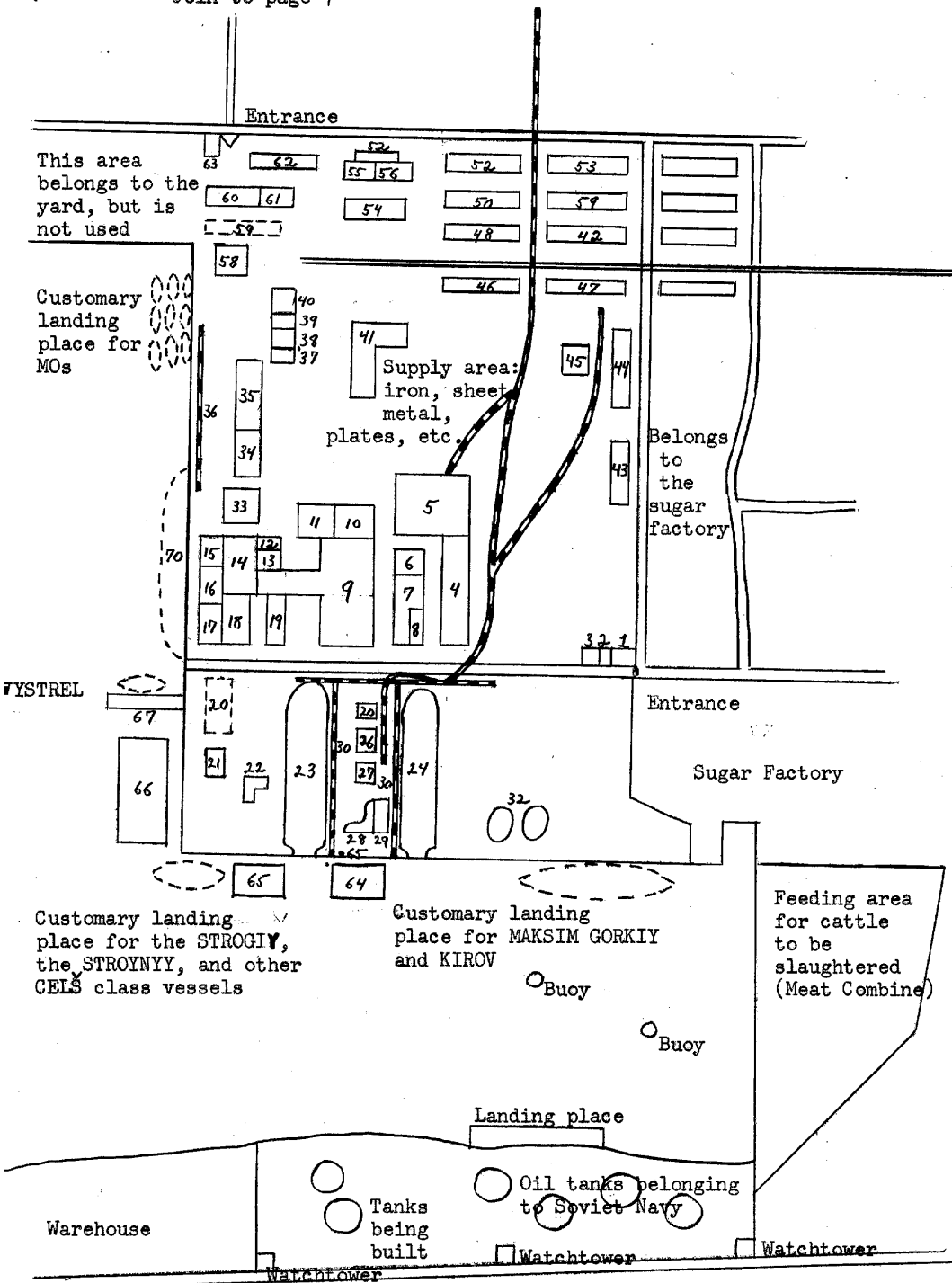
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## Naval Harbor in Lepaya

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